

From: [Field, Chris](#)
To: [McDonnell, Kimberlee](#)
Subject: FW: LST-1166 EE/CA
Date: Friday, October 03, 2014 10:50:34 AM

From: Chris Field [mailto:Field.Chris@epamail.epa.gov]
Sent: Tuesday, September 30, 2014 1:22 PM
To: Field, Chris
Subject: Fw: LST-1166 EE/CA

Chris D. Field, Program Manager
EPA Emergency Management Program, R-10
(206) 553-1674

----- Forwarded by Chris Field/R10/USEPA/US on 09/30/2014 01:21 PM -----

From: Chris Field/R10/USEPA/US
To: Richard Franklin/R10/USEPA/US@EPA,
Cc: Calvin Terada/R10/USEPA/US, "Wally Moon" <moon.wally@epa.gov>
Date: 05/25/2011 08:26 PM
Subject: Re: LST-1166 EE/CA

Nice summary Rich, thanks.

▼ Richard Franklin

----- Original Message -----

From: Richard Franklin
Sent: 05/25/2011 06:55 PM PDT
To: Chris Field; Earl Liverman; Mary Queitzsch; Jonathan Freedman;
irizarry.gilberto@epa.gov
Cc: Wally Moon; Calvin Terada; Christine Reichgott
Subject: LST-1166 EE/CA

Hi All,

Attached below is the draft Version of the Engineering Evaluation and Coat Analysis (EE/CA) for the LST-1166 for your review and comment. Also, I have included a Word version of the document with the cost estimate tables as a separate Excel file, as well as a PDF version that includes the cost estimate tables in the document

As you may recall, the LST is an abandoned, former US Navy ship (LST) which is moored illegally on the Oregon side of the lower Columbia River, across from Longview, WA and a brief hop down river from Rainier, OR. The vessel is in broad state of disrepair, has apparent holes in the hull, and has been a platform for thieves, illegal scrappers, and drug use. Due to an oil spill from the vessel, the USCG responded and conducted an emergency removal of oil and hazmat onboard the vessel. Over \$5MM has been spent on response and removal activities. The main pollutants of concern remaining on the vessel are PCB paint on the interior, PCB-laced asbestos-wrapped wiring, and some oily water on the lower two decks due to flooding. All other oils and hazmat was previously removed, however, the vessel remains a problem for the area in several ways. It remains a high visibility and high priority site for USCG and EPA and our federal family.

The vessel is located squarely in the USCG jurisdiction and is in their Area of Responsibility (AOR). They are the Federal On-Scene Coordinator for response and removal actions, and have federalized the vessel site due to a non-viable and non-responsive RP. After the initial response by USCG, the USCG wished to scuttle the vessel at a site approved by NOAA, 65 miles offshore and in 6,000 ft of water.

However, they had not met the general permit for Ocean dumping, and of course the vessel had PCBs on-board. The USCG then requested EPA's assistance in conducting the EE/CA, which a Superfund (CERCLA/NCP), well established tool and mechanism required for non-time-critical removals. The EE/CA is to determine disposal options, cost, streamlined risk evaluation, and implementability for those disposal options. EPA Superfund is essentially working as USCG's contractor under terms of a Pollution Removal Funding Authorization to research and prepare the EE/CA, which is attached below.

We are under a very tight schedule in preparing this deliverable to the USCG, and so I would request that all comments be returned to me by Wednesday June 1. I would prefer redline-strike versions, and consolidation of comments from any one EPA program. Once we get comments, we will then prepare a pre-final draft for delivery to the USCG. We may also convene a quick, but limited meeting to discuss the EE/CA, options and approach. I hope I haven't missed anyone crucial to this project on this email. If so, please forward on.

Thanks in advance for all your help and work on this,



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